of the ports (8) of the first row and by the distance t2 of the centers of the ports (9) of the second row of the first arrangement (6) in the outer flame-tube wall (4) from an upstream wall (14) of a flame tube (15) of the main burner (3) (main burner exit plane) to the height h of the flame tube (15):

t1/h = 0.4 (minimum distance),

t2/h = 1.2 (maximum distance).

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5. (Amended) Gas-turbine combustion chamber in accordance with Claim 1, characterized in that the ports (8 to 13) are circular.

6. (Amended) Gas-turbine combustion chamber in accordance with Claim 1, characterized in that the ports (8 to 13) are non-circular.

7. (Amended) Gas-turbine combustion chamber in accordance with Claim 1, characterized in that the -ports (8 to 13) are plain holes.

8. (Amended) Gas-turbine combustion chamber in accordance with Claim 1, characterized in that the ports (8 to 13) are plunged holes with a small rim (16) extending into the combustion chamber (1).

9. (Amended) Gas-turbine combustion chamber in accordance with Claim 1, characterized in that the ports (8 to 13) are provided with a tubular chute (17) extending into the combustion chamber (1).

10. (Amended) Gas-turbine combustion chamber in accordance with Claim 1, characterized in that the exit axes of the ports (11, 12, 13) of the inner flame-tube wall (5) are set such that they meet an area of the combustion chamber which is confined by the intersection (A) of the main burner axis (18) with the main burner exit plane (19) and the intersection (C) of the axis of the arrangement (6) of the ports (8, 9, 10) with the outer flame-tube wall (4).

11. (Amended) Gas-turbine combustion chamber in accordance with Claim 1, characterized in that the diameter d of the ports (8-10; 11-13) lies in a range of $0.12 \leq d/h \leq 0.3$, where h is the flame-tube height of the main burner.

See the attached Appendix for the changes made to effect the above claims.